

The China Mail.

ESTABLISHED FEBRUARY, 1845.

VOL. XL. No. 6591.

九月八日一千八百四十八年九月八日

HONGKONG, MONDAY, SEPTEMBER 8, 1884.

日九月七日申中

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street; E. C. GEORGE STREET & CO., 50, Cornhill; GORDON & GOTCH, 12, Pall Mall, CIVIC, E.C. BATES HENDY & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 164, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & PRINCE, 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—BENJ. BELL, San Francisco.

SINGAPORE, STRAITS, &c.—SAXE & CO., Singapore; C. HENRICK & CO., Manila.

CHINA.—MACAO, MESSRS. A. DE MIRALLES & CO., S. S. CO., QUAILOU & CO., ANTON WILSON, NICHOLAS & CO., FOOKLOU, HENRY & CO., SHANGHAI, LANE, CRAWFORD & CO., and KELLY & WALSH, YOKOHAMA, LANE, CRAWFORD & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$4,400,000
RESERVE FOR EQUALIZATION \$4,400,000
RESERVE OF DIFFERENCES \$4,400,000
RESERVE LIABILITY OF PROPRIETORS \$7,500,000

COURT OF DIRECTORS.
Chairman—A. P. McEWEN, Esq.
Deputy Chairman—Hon. F. D. SASOON.
C. D. BOTTOMLEY, Esq.
H. HOPKINS, Esq.
H. L. DALMMPLE, Esq.
H. W. KESWICK, Esq.
W. H. FORBES, Esq.
M. E. SASOON, Esq.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
MANAGER.
Shanghai, EVEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits.—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

Local Bills DISCOUNTED.
Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Deposits granted on London, and the chief Commercial ports in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, August 25, 1884. 1423

NOTICE
RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours, week-days, 10 to 3: Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.

4.—Deposits may be on behalf of relatives, of trust, &c., in addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Post Office to the Hongkong Postage Stamps of any values.

8.—Interest at the rate of 5 per cent. per annum will be allowed to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence to be the business of the Bank will, if marked on Hongkong Savings' Bank Business, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Interest may be made on demand, but the period of attendance of the depositor, his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, April 25, 1884. 716

WITH Reference to the above, BUSINESS will be commenced on the 1st MAY, 1884.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, April 25, 1884. 716

Prospectus.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated under the Companies Acts 1862 to 1883, whereby the liability of the Shareholders is limited to the amount of their Shares.)

CAPITAL £2,000,000.

First Issue of 100,000 Shares of £100 each, Of which 50,000 are Reserved for Issue in India, China, Japan and the Colonies.

PAYABLE £1 on Application; £1 on Allotment, and the Balance of £8 at such times and in such sums not exceeding £2, as the Directors may determine, and at intervals of not less than one month.

(Interest at Five per cent. per annum will be allowed upon all payments made in advance of Calls.)

Directors: CHRISTIAN ALLHUSEN, Esq., D. L. W. P. Director of the International Bank of London, Limited.

LIONEL C. BOYLE, Esq., Of Messrs. Hoyle, Campbell & Co., 80, LOMBARD STREET, E.C.

W. W. GARGILL, Esq., Founder of the Oriental Bank Corporation.

E. F. HARRISON, Esq., C.I.L.

Formerly President of the Bank of Bengal.

A. J. MACDONALD, Esq., Late of Sir Charles Forbes & Co. and formerly President of the Bank of Bombay.

SIR BENJAMIN C. PINE, K.C.M.G., Oriental Club, Hanover Square, late Governor of Leeward Islands.

GRANT HEATH TOAD-HEATH, Esq., 13, Carlton House Terrace, London, S.W.

Bankers: THE UNION BANK OF LONDON, LIMITED.

THE BANK OF SCOTLAND (Edinburgh, London and Branches).

Messrs STEPHEN LAWFORD & CURTON, 3, Draper's Gardens, E.C.

Messrs. HOLLAND, SON & COWARD, Mitre Lane, London.

Interim Secretary: B. T. ROHDE, Esq., TEMPORARY OFFICES: 40, Threadneedle Street, E.C.

Forms of Application for SHARES may be obtained from the Offices of the ORIENTAL BANK CORPORATION, Hongkong.

All Payments on Application for SHARES are to be made to the HONGKONG & SHANGHAI BANKING CORPORATION, who will grant receipts for the same.

Applications for SHARES will be received until the 15th September.

13th August, 1884. 1357

THE HONGKONG & CHINA TRAMWAYS COMPANY, LIMITED.

CAPITAL, \$500,000 DOLLARS.

In 10,000 Shares of \$50 each, \$5 payable on Application, \$10 on Allotment, and the Remainder by Call as required.

Provisional Committee:

The Hon. W. KESWICK (Chairman).

The Hon. T. JACKSON.

The Hon. F. D. SASOON.

C. P. CHAMER, Esq.

W. H. FORBES, Esq.

W. H. HUGHES, Esq.

A. B. JOHNSON, Esq.

W. W. WOTTON, Esq.

Bankers:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Proprietors:

W. D. DANBY, Esq., M. Inst. C.E.

R. K. LEIGH, Esq., Assoc. M. Inst. C.E.

Solicitors:

Messrs. BRERETON, WOTTON AND DEACON.

Temporary Office:

13, PRAYA CENTRAL, HONGKONG.

ABRIDGED PROSPECTUS.

THE Company has been formed for the purpose of constructing, equipping, and working a series of Low Level Steam Tramways in the City of Victoria, Hongkong. Two Special Ordinances (No. 6 and 13 of 1883) have been passed by the Legislative Council and the Government authorizing the construction and working of the same.

Victoria is very favourably adapted for Tramways, owing to its configuration, the easy gradients of its principal street (the main thoroughfare from the East to the West ends, along which the Tramways will be laid), and the immense increase in traffic.

The Tramways will be constructed in the best and most substantial manner, and with all the latest improvements, with steel girder roads, laid in concrete, but no rails or wood, or other perishable material will be used.

The Tramways are intended to be worked by Steam Traction, such being much more economical, trustworthy, and under more effective control, having more power of overcoming gradients, and giving better results (peculiar and otherwise) than horse, compressed air, electricity or other motive power.

The engines will be constructed according to the best of British regulations and will in every way be a nuisance, being almost noiseless, and having no machinery, smoke, or steam visible.

The Committee anticipate, from the relatively low cost per mile of the projected Tramways, combined with other numerous advantages connected with the understandings that the dividend return will be satisfactory.

There is no agreement or contract in existence affecting this undertaking.

Plans and Estimates may be seen at the Office, and the full Prospective and Form of Application for Shares and every other information may be obtained from

THE SECRETARY AND ENGINEERS.

No. 13, PRAYA CENTRAL, HONGKONG.

APPLICATIONS FOR SHARES will be received until the 30th SEPTEMBER.

Hongkong, August 7, 1884. 1310

WANTED.

FOR THE SINGAPORE & STRAITS PRINTING OFFICE, Singapore, & FOREMAN LITHOPRINTER.

Apply, with Testimonials, stating Wages expected to

The Manager,

SINGAPORE & STRAITS PRINTING OFFICE, Singapore.

4th September, 1884. 1467

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,

22, PRAYA CENTRAL.

COTTON DUCK, HEMP CANVAS,

MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS,

CORK JACKETS, &c., &c.

Hongkong, May 1, 1884. 253

By Order of the Board of Directors.

JARDINE, MATHESON & CO., General Managers.

Hongkong, August 19, 1884. 1306

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

IN Accordance with the Provisions of the Imperial Stamp Act, all TRANSFERS of SHARES in this Company (except in cases when the Transferor and Transferee are residents in this Colony) must be completed at the Hongkong Office in London.

Such Transfers are subject to the Stamp duty of Ten Shillings for each One hundred Pounds or part of One hundred Pounds of the consideration-money, and there will be incurred also a fee of 2/6d. for each Certificate.

The Company have availed themselves of

the Companies (Colonial) Register Act 1883,

and a Local Register has now been opened in this Office for Shares held by residents in this Colony.

By Order of the Board of Directors,

D. GILLIES, Secretary.

Hongkong, August 18, 1884. 1301

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS

are requested to send in a STATEMENT

of BUSINESS COMPLETED during the Half-Year ended 30th June, 1884, or on or before the 30th September next, on which date the Accounts will be Closed.

By Order of the Board of Directors,

D. GILLIES, Secretary.

Hongkong, August 18, 1884. 1301

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship

Commandant BENOIT,

will be despatched for the above Port, and

will have quick despatch.

For Sale.

MacEWEN, FRICKEL & Co.
No. 63, Queen's Road East,
(OPPOSITE THE COMMINERIA),
ARE NOW
LANDING FROM AMERICA.

TOPCAN BUTTER.
Eastern and California CHEESE
CODEFISH, Bonobos.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEER in 25 lb cans.
Bear Ideal SALMON in 5 lb cans.
Cutting's Dessert RUTS in 2 lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEATS.
Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Robbie's Celebrated Potted
MEATS.

Lunch HAM.
Lamb's TONGUES.
Clam CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCCHOTASH.
Maple SYRUP.
Golden SYRUP.
Cracked WHEAT.
HOMINY.
HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.
600 lb. "
900 lb. "
1,200 lb. "

K A I S A R - I - H I N D
CIGARETTES
in crystallized Boxes of 100 at 26.50
per mille.

SPORTING AND RIFLE GUNPOWDER
in 1-lb Tins.

AGATE IRON WARE.
INSERTION RUBBER.
TUCK'S PATENT PACKING.
BITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.
LAWN BOWLS.

PAINTS and OILS.
TALLOW and TAR.
PITCH and ROSIN.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
S T O R E S,
including:

ALMONDS and RAISINS.
FRENCH PLUMS.
TEUNSEEAU'S DESSERT FRUITS.
JORDON ALMONDS.

FINE YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BLOATERS.
Kippered HERRINGS.
Herrings a la SARDINES.

IRISH BACON in this
COCCOTINA.
VAN HOUTEN'S COCOA.
EFF'S COCOA.

SPARTAN

COOKING STOVES.

CLARETS
CHATEAU MARGAUX.
CHATEAU LA TOUR, pints and quarts.

RED GRAVES.

BREAKFAST CLARET.

SHERRIES & PORT—

SACCOM'S MANZANILLA & AMON-

TILLA-D.

SACCOM'S OLD INVALID PORT
(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—

1 and 3-star HENNESSY'S BRANDY.

COURVOISIER'S BRANDY.

FINEST OLD BOURBON WHISKY.

KINARIN'S LIQUOR WHISKY.

ROBIN GLENDEAN WHISKY.

BOONE'S OLD TOM.

B. & J. BOYCE'S IRISH WHISKY.

BOB'S LIME JUICE CORDIAL.

NOELLY PEAT & Co's VERNOMOUTH.

JAMISON'S WHISKY.

MARSALA.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

OURACAO.

ANGOSTURA, BOKER'S and ORANGE
BITTERS.

&c., &c., &c.

BASSE'S ALE, bottled by CAMBRON and
SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogsheads.

SPECIALS SELECTED

CIGARS.

Mrs New Season's CUMSHAW TEA, in
5 cent Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

Mrs New Season's CUMSHAW TEA, in
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Mrs New Season's

According to the *Wai-San-Yat-Po*, the Governor-General, has established a camp of instruction for young soldiers at U-Sau-Shui. His method of selecting his recruits seems very strange to foreign eyes, for instead of asking them pass the doctor, on the first day, a trench six Chinese feet wide, and all those that were able to jump it, were enlisted into the corps. The Viceroy has succeeded in collecting 4,000 men of whom 40 per cent. are Cantonese, the remaining sixty per cent. being old campaigners from Hunan and Hubei provinces.

A TELEGRAM in the Australian papers states:—“The steamer *Taiwan*, from Port Darwin and bound for Southern ports, ran ashore on Wednesday last (Aug. 20th) near the lighthouse at Cooktown; the vessel is making water rapidly, and will probably have to be beached.”

In reference to the above, we learn from the Agents here that the *Taiwan* was subsequently docked at Brisbane, and that the damage the steamer sustained was not so serious as might be inferred from the above telegram.

REFERRING to the drafts of troops which were to be sent to Tonquin from France in Augt. last, the *Sapozhnik* says that they cannot be properly called reinforcements as they are despatched simply to take the place of those sent home through expiration of service, discharge or sickness.

Two distinct detachments were in formation; the first, composed of 1,300 infantry and artillery of marine, were to leave Brest on the 6th August by the merchant steamer *Ville de Strasbourg*, *Ville d'Alger* and the *Ville de Cadiz*. The second batch, composed of 1,100 men of the territorial troops would not leave till the end of August, and were to be shipped on board a government transport and a merchant steamer chartered for the purpose.

THE HUMOUR of the exodus from Canton seems to be on a par with its tragic aspects. The Editor of the *Chinese Mail* seems to take a delight in other people's misfortunes, and is responsible for the following. A wealthy old gentleman residing in the old city of Canton, becoming alarmed at the threatening aspect of affairs, deemed it prudent, the other day, to put several leagues between Canton and himself and his belongings. Among his property was a charming concubine he had lately added to his family. After much consideration and reflection, he determined to proceed to the classic purloin of Fatsong and chartered a boat for the purpose. When everything was on board, and just as they were about to start, it was found there was something indispensable to be bought, so there was no other help for it but that the old man should go ashore and buy it. When he returned to the bank of the river, boat and baggage, concubine and baggage, had disappeared, and poor old Jao Ng returned home to his desolate abode a wiser and sadder man. A reward is offered for the recovery of the missing boat and its contents.

YESTERDAY a Chinese doctor, named Pang Woo-Sang, received a message to the effect that his services were required by a would-be patient residing in a house in Queen's Bond West, No. 26. Upon reaching the premises, however, instead of finding the invalid expected, he was set upon by four rascals, who seized him, stufed his mouth full of paper, to prevent his giving the alarm, and after relieving him of his watch, and chain and any spare cash he had about him, tied the unfortunate medico up hand and foot and left him. The floor of the house in which the robbery occurred is at present unoccupied, but the tenants of the other portion of the house were roused by the noise made by the victim of the outrage and he was shortly released from his unfortunate position.

Two of the culprits, who were engaged in the robbery, have been apprehended by the police and identified, and on their being brought before the Magistrate at the Police Court this morning the case was remanded for a week to allow of a search being made for the other two members of the gang.

CARROLL G. D. Pitman, of the *Nanow*, has kindly supplied us with the following report:

—The *Nanow* left Foochow, on the 3rd, Amoy on the 4th, and Swatow on the 6th inst. Everything was quiet both at Foochow and Pagoda Anchorage when the steamer left, and there were no French vessels inside Sharp Peak. There were, however, eight French men-of-war under Matson, and one at the entrance to North Channel. The Chinese are still in occupation of the British Vice-Consulate and the houses of Captain Saunders and Dr Underwood at the Anchorage, and no attempt seems to have been made to turn them out of their comfortable quarters, although the unhappy proprietors have been compelled to find a home on board ship or in cargo boats. These houses are completely gutted, and the furniture and other things which had not been carried away were destroyed by the waves. These three houses are the only ones that were interfered with, but some damage was caused by shot and shell during the engagement of August 2nd to the Custom House and the residence of Mr. Parkhill, the Harbour Master. Viewed from the river, the Arsenal does not appear to have suffered any great amount of damage, but the whole of the fort has been completely destroyed, notwithstanding which, a lot of gaudy Chinese flags still proudly wave from the battered guns.

The following information, with regard to Mr. Maxwell's second Mission to Tientsin, with which he had then just been favoured, was issued as an extra Supplement to the last number of the *Peony Gazette*, 2nd August.

The *Peony* reached Aitken on Monday morning, 11th instant. The Hon. Mr. E. Maxwell and Captain Bickford had an interview with Governor Tobeys at Chihli, and shortly afterwards the last mentioned

official went on board of a Dutch man-of-war and proceeded to Tientsin on the *Pegasus* in her wake, out of respect to the fact of the Governor. Next morning, however, progress being so slow that they only found themselves within 15 miles of Tientsin, the Dutch man-of-war dropped astern of the *Pegasus*, which then took the lead. Tientsin was reached at 10 a.m., on Wednesday 13th. Letters containing the ultimatum were forwarded by the Hon. Mr. E. Maxwell and Captain Bickford to Tunku Emin, through the Rajah of Bubon; but the latter informed the British Official that he would not be responsible for their safety or for that of any of the crew if they landed. Of the last consignment of provisions landed by the *Pegasus*, thirty cases were missing. Fourteen days was allowed to give a reply; so that the result will be known on the 27th instant.

THE S. S. *Holloway*, says the *Port Darwin Times*, encountered a typhoon on her recent voyage from Hongkong to Port Darwin, and as some portion of the cargo appeared to be stained the Captain noted protest on arrival at Port Darwin.

ONE of the Japanese native papers records that 250,000 men between the ages of 17 and 40 are devoted to sea-faring life in this country. Japan is eminently and naturally fitted to produce a race of hardy seamen second to none in the world.

ENTHUSIASTIC meetings of farmers and planters are being held in Queensland, to form an association for the protection of native industries, and as it is impossible to obtain Kaukaus under the existing regulations, the association has decided to strongly advocate Coolie labour.

IT is earnestly to be hoped, says the *Japan Gazette*, that the *Hoch Shouho* is unimpaired, or that the rumour in groundswell which reports the government of Japan to have decided upon impartial but not strict neutrality during the continuance of the Franco-Chinese war.

At a recent literary party in London, Mr. and Mrs. Oscar Wilde made their first formal appearance in London society. The bride of the eheate was attired in a gown, white satin, with huge sleeves, a medival collar, a girdle of golden filigree and a chapter of real white lilies round the head.

IN Germany tests have been made in the use of dynamite for polo-driving, with promising results. An iron plate five inches thick was placed upon the top of the pile, and upon it a pound of dynamite was charged. The dynamite exploded with a click. Who were the Pears? he asked. They were the spawn of the blunders, the wars and the corruption of the dark ages of history. They had entered the temple of honor, not through the temple of merit, but through the sepulchres of their ancestors. They were not better than their fathers. Some of them were worse, for their privileges had produced ignorance and arrogance.

The reform of the House of Lords, Bright declared, was urgent and inevitable.

The creation of the new Pears to pass the Franchise bill would only get rid of the present difficulty. Should the people submit, or should they curb the nobles as their fathers had curbed the Kings of England?

Bright then explained the manner in which he would like to see the power of the Lords restricted. He would allow the Pears to retain their legislative powers during the first session, but that they should be presented to the House of Commons, but whilst looting, appeared regardless of danger.

Chairman—then said members would

see that the club was in a sound position,

at all events financially, having a balance of \$852,55 to its credit.

In the past year Lieutenant Bunbury had won a bat for the best batting average; and Mr Bell-Irving a ball for the best bowing average. Bats were also won by Mr Johnston, Mr. Henry, Mr. G. R. Rice, Lieutenant D'Astis, Jarrett and Drury, Mr. Hyne and Mr. Hodder. They must all regret that the brilliant play of one of our old stagers, Mr. O. P. Chater, was not also recognized, but was impossible to present him with a bat as the match in which he played was not a club match. Perhaps they would have an opportunity of seeing some of his first class play in the next six months. The Chairman next drew the attention of members to Rule 17, under which the Committee have the power to fine members and visitors for not playing lawn tennis in proper India rubber tennis shoes one dollar. This rule was constantly infringed last year, and this year the rule was to be strictly enforced. Last year the Honorary Secretary experienced much trouble, anxiety, and the Chairman might say, loss of health in his endeavours to keep the ground in good order. It was impossible to do this if members acted as they did last year. In mentioning the fact that Lieutenant Jarrett carried off the lawn tennis champion cup, worth \$50, last year, the Chairman announced that the Committee proposed to make the cup worth \$100 next year, to be won by the same player two consecutive seasons. New gear had been ordered out from home, and it was expected that it would be out here in time for the opening match of the season. The Chairman was happy to inform them that two members had presented the Club with a box of tea each. In concluding his remarks, the Chairman proposed a vote of thanks to the Officers and men of the Buffs, French Admiral and Captain of *La Victoire* for kindly allowing their bands to play frequently on the ground last season.

The sentiments of the speakers received unanimous applause.

A resolution was adopted denouncing the reform of the Lords in rejecting the reform of the franchise.

QUEENSBROWN, August 3rd.—The steamer *Austral*, which arrived here to-day from New York, reports that she spoke the *Monarch Line's* steamer *Lydia Monarch*, Captain Hugget, which left London July 19th, for New York, on Thursday last at 48 N. long 33 W., heading southward, in a disabled condition. She refused to receive assistance.—Seacord, of Galveston, Ills., a passenger on the *Lydia Monarch*, who boarded the steamship *Austral*, says: After leaving London the *Lydia Monarch* experienced some rather severe weather. Everything went along very well, however, until 10 o'clock on the evening of July 25th. At that time, when the male passengers were at dinner, a sharp explosion was heard, terrifying many passengers, and shaking the steamer violently, as though she had struck. The Chief Engineer rushed to the engine-room. The passengers hastily following. There was considerable excitement until it was discovered that the damage was confined to a bursted cylinder. All efforts to repair the damage failed. Notwithstanding all available sail was set the steamer made very headway, owing to the prevalence of low-wind, and for six days the *Lydia Monarch* drifted in the trough of the sea. On Thursday, July 31st, the British *Steamer Towner* from Liverpool July 23rd, was sighted. Signs of distress were displayed. The *Lydia* came within hailing distance. The Captain of the disabled steamer boarded the *Towner* to have the steamer tow the *Lydia Monarch*. To the great disappointment of the *Lydia Monarch* passengers, they were informed when returned that the sum demanded by the *Towner* for performing the service was fabulous, and the *Lydia Monarch* was unable to consent to such a rate. At noon the *Austral* was in sight and was spoken. It was mentioned that Mr. A. K. Travers, who was on board the *Lydia Monarch* and Seacord both boarded that vessel, but again no arrangement for towing the *Monarch* was effected. Seacord says he was unaware of the reason why no arrangements were made. He decided to stay on board the *Austral*. When last seen the *Lydia Monarch* was drifting south. Seacord expresses fear that her supplies will not be sufficient to hold out till she reaches another vessel, as she is out of the line of the Atlantic vessels. All attempts to disconnect the propeller failed. Seacord adds: “The Captain of the *Lydia Monarch* appeared adverse to my coming on the visit to the *Austral*, pointing out that the sea when running was dangerous, but I replied that I would take the risk. I had doubts about the sincerity of the Captain's offer to take me in tow, so I clambered over the side into the lifeboat, and, notwithstanding the heavy gale blowing, we reached the *Austral* safe.—Queensbury, August 34.—It is now learned that the Captain of the *Lydia Monarch* refused the assistance of the *Austral* because he expected to meet his own company boat. After the disaster the passengers arranged concerto to pass the time away. Sunnys' partner is on board the *Lydia Monarch* with ten Norman horses, valued at \$30,000. It is feared they will perish for lack of food.

AN ALARM showing the length of service in Parliament of the most eminent English statesmen now living contains the following figures: Mr. Gladstone, 51 years; Lord Granville, 47 years; Lord John Manners, 40 years; the Duke of Argyll and Lord Kimberley, 38 years; Lord Derby, 36 years; Sir Stephen Northcote, 29 years; Lord Hartington, 27 years; Mr. Chelmsford, 24 years; Lord Granville has served the longest time in office, 28 years; 1 month, and the longest the *Austral* will, however, until 10 o'clock on the evening of July 25th. At that time, when the male passengers were at dinner, a sharp explosion was heard, terrifying many passengers, and shaking the steamer violently, as though she had struck. The Chief Engineer rushed to the engine-room. The passengers hastily following. There was considerable excitement until it was discovered that the damage was confined to a bursted cylinder. All efforts to repair the damage failed. Notwithstanding all available sail was set the steamer made very headway, owing to the prevalence of low-wind, and for six days the *Lydia Monarch* drifted in the trough of the sea. On Thursday, July 31st, the British *Steamer Towner* from Liverpool July 23rd, was sighted. Signs of distress were displayed. The *Lydia* came within hailing distance. The Captain of the disabled steamer boarded the *Towner* to have the steamer tow the *Lydia Monarch*. To the great disappointment of the *Lydia Monarch* passengers, they were informed when returned that the sum demanded by the *Towner* for performing the service was fabulous, and the *Lydia Monarch* was unable to consent to such a rate. At noon the *Austral* was in sight and was spoken. It was mentioned that Mr. A. K. Travers, who was on board the *Lydia Monarch* and Seacord both boarded that vessel, but again no arrangement for towing the *Monarch* was effected. Seacord says he was unaware of the reason why no arrangements were made. He decided to stay on board the *Austral*. When last seen the *Lydia Monarch* was drifting south. Seacord expresses fear that her supplies will not be sufficient to hold out till she reaches another vessel, as she is out of the line of the Atlantic vessels. All attempts to disconnect the propeller failed. Seacord adds: “The Captain of the *Lydia Monarch* appeared adverse to my coming on the visit to the *Austral*, pointing out that the sea when running was dangerous, but I replied that I would take the risk. I had doubts about the sincerity of the Captain's offer to take me in tow, so I clambered over the side into the lifeboat, and, notwithstanding the heavy gale blowing, we reached the *Austral* safe.—Queensbury, August 34.—It is now learned that the Captain of the *Lydia Monarch* refused the assistance of the *Austral* because he expected to meet his own company boat. After the disaster the passengers arranged concerto to pass the time away. Sunnys' partner is on board the *Lydia Monarch* with ten Norman horses, valued at \$30,000. It is feared they will perish for lack of food.

IT is notified in the *Gazette* that all vessels arriving with clean bills of health from any quarter will be admitted forthwith to port unless they come within the restrictions of clauses a, b, and c of rule 3 of the regulations on cholera published on the 6th ult. Government notification No. 295 of the 21st ult. is cancelled. The clauses a, b, and c referred to provide that a vessel, after a voyage of less than ten days from any infected place, or having been at such place for ten days, or having had within ten days of arrival, any case of infectious disease on board, or which shall have on board any passengers who are less than ten days from any infected place, shall fly the quarantine flag and be deemed to be in quarantine until released by the Health Officer.

REPORTS are in circulation in Shanghai and elsewhere which indicate that Japan is taking the present opportunity for settling the question of the Loochoo islands with China. The *Shanghai Courier* says:

The *Shen-ko* states that on the 27th ult., the Japanese Minister, having arrived at Tientsin, called upon Li-Hung-chang and had a two hours' talk with him. The Japanese Minister started the next day for Peking in the steam launch of the Viceroy.

It is reported that the object of the Japanese Government in sending Minister

to Peking is to

negotiate a complete understanding with

the Chinese Government for the

cession of the Loochoo islands.

THE *Peony Gazette* of the 25th August says:

The following information, with regard

to Mr. Maxwell's second Mission to Tientsin, with which he had then just been favoured, was issued as an extra Supplement to the last number of the *Peony Gazette*, 2nd August.

The *Peony* reached Aitken on Monday

morning, 11th instant. The Hon. Mr. E.

Maxwell and Captain Bickford had an

interview with Governor Tobeys at Chihli,

and shortly afterwards the last mentioned

official went on board of a Dutch man-of-war and proceeded to Tientsin on the *Pegasus* in her wake, out of respect to the fact of the Governor. Next morning, however, progress being so slow that they only found themselves within 15 miles of Tientsin, the Dutch man-of-war dropped astern of the *Pegasus*, which then took the lead. Tientsin was reached at 10 a.m., on Wednesday 13th. Letters containing the ultimatum were forwarded by the Hon. Mr. E. Maxwell and Captain Bickford to Tunku Emin, through the Rajah of Bubon; but the latter informed the British Official that he would not be responsible for their safety or for that of any of the crew if they landed. Of the last consignment of provisions landed by the *Pegasus*, thirty cases were missing. Fourteen days was allowed to give a reply; so that the result will be known on the 27th instant.

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THE *CHINA MAIL* has

the health and peace of the public; that the interest of an individual could not be considered in the enforcement of these regulations, and that any measures taken by Japanese officers, in the execution of their duty by virtue of regulations established by the Japanese Government, were beyond the jurisdiction of the Court. The judgment further declares, that entitlement and enforcement of those rules was neither more nor less than the discharging by the Government of its legislative and administrative functions, and the Court could not, directly or indirectly, discuss them, nor could it call on a Government official to demonstrate the legality of such measures. As the decision was given under the sanction of the Council of State no further appeal can be made.—*Japan Mail*.

THE *HONGKONG CRICKET CLUB*.

This afternoon the annual general meeting of the members of the Hongkong Cricket Club was held in the Cricket Pavilion. There were present Messrs. A. Coxon (President); W. de St. Croix (Honorary Secretary); H. Foss (Honorary Treasurer); Col. Hobson; Lieutenant Bunbury and D'Autu; H. J. Tripp; R. K. Leigh; W. H. Darby; J. H. Stewart Lockhart; E. Mackean and many others.

The minutes of the last meeting were read and approved. The statement of accounts was passed and the report for the past year accepted.

The chairman then said members would

see that the club was in a sound position,

at all events financially, having a balance of \$852,55 to its credit.

In the past year Lieutenant Bunbury had won a bat for the best batting average; and Mr Bell-Irving a ball for the best bowing average.

Bats were also won by Mr Johnston, Mr. Henry, Mr. G. R. Rice, Lieutenant D'Astis, Jarrett and Drury, Mr. Hyne and Mr. Hodder.

They must all regret that the brilliant play of one of our old stagers, Mr. O. P. Chater, was not also

recognized, but was impossible to present him with a bat as the match in which he played was not a club match.

Perhaps they would have an opportunity of seeing some of his first class play in the next six months.

The Chairman next drew the attention of members to Rule 17, under which the Committee have the power to fine members and visitors for not playing lawn tennis in proper India rubber tennis shoes one dollar.

This rule was constantly infringed last

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